

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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|--|---|-----------------------------|---|--------------|
| RTIP ID# <i>(required)</i> 49160 | | | | |
| TCWG Consideration Date June 24, 2008 | | | | |
| Project Description <i>(clearly describe project)</i> The project proposes to construct a new half interchange along I-405 at Arbor Vitae Street. Two Alternatives are proposed for the project: Alternative 1 – No Build Alternative 2 – Construct a northbound (NB) off-ramp from and a southbound (SB) on-ramp to I-405; widen the existing 6-lane Arbor Vitae Street overcrossing (OC) to 8 lanes; Reconstruct the existing NB Century Boulevard on-ramp crossover (tunnel) to provide room for the new NB Arbor Vitae off-ramp. | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> New Interchange | | | | |
| County Los Angeles | Narrative Location/Route & Postmiles Construct south half interchange @ Arbor Vitae on I-405, LA-405-PM 22.2/23.4 Caltrans Projects – EA# 49160 | | | |
| Lead Agency: Caltrans | | | | |
| Contact Person Andrew Yoon | Phone# 213-897-6117 | Fax# 213-897-1634 | Email Andrew_Yoon@dot.ca.gov | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | |
| Categorical Exclusion (NEPA) | X EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: July 14, 2009 | | | | |
| NEPA Delegation – Project Type <i>(check appropriate box)</i> | | | | |
| Exempt | Section 6004 – Categorical Exemption | X | Section 6005 – Non-Categorical Exemption | |
| Current Programming Dates <i>(as appropriate)</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | May 97 | Aug. 09 | Aug. 09 | March 12 |
| End | July 09 | Aug 11 | May 11 | March 14 |

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

With the proposed project limits already exasperated by heavy congestion during weekday morning, midday and evening peak hours, as well as on weekends, the purpose of this project is to decrease congestion on the freeway mainline, collector-distributors, and local interchanges.

A total of 628 accidents occurred within the project limits during the recent three-year period. Rear-end and sideswipe accidents accounted for 75% of the accidents. These types of accidents are generally associated with congestion or stop-and-go conditions. By adding this interchange, the congestion levels are expected to decrease – resulting in the existing surrounding facilities benefiting from the redistribution of traffic.

The Arbor Vitae Street Interchange will also provide direct access to many current origins and destinations, such as Los Angeles International Airport (LAX), rental car companies, Parking Lot C, future passenger terminals, University of West Los Angeles, Hollywood Park Race Track/Casino, Great Western Forum and Centinela Hospital.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is surrounded by one and two-story detached residences as well as approximately twelve multi-residential properties located east of the proposed Arbor Vitae Street (south half) interchange. The closest residences are located within 65-85 feet of the I-405 shoulder. The project is also surrounded by approximately nine improved commercial businesses and one commercial parking lot. The closest school to the project site is approximately 450 feet north of the project limit. The nearest hospital is approximately 1.2 miles east of the project's east limit. The Ashwood Park area, which consists of outdoor recreational facilities, is located approximately a mile north of the project's north limit. The project does not anticipate generating additional diesel truck traffic but rather redistributing truck traffic within the project limits.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Opening Year 2014:**

| <i>Description</i> | <i>No-build</i> | | <i>Build (Alternative 2)</i> | |
|--|-----------------|---------------------------|------------------------------|---------------------------|
| | <i>ADT</i> | <i>% Trucks/Truck ADT</i> | <i>ADT</i> | <i>% Trucks/Truck ADT</i> |
| NB off-ramp from Century Blvd. | 17,281 | 4/692 | 15,169 | 4/607 |
| NB on-ramp from Century Blvd. | 12,251 | 4/490 | 11,981 | 4/480 |
| NB on-ramp from SB Century Blvd. | 6,782 | 4/272 | 6,656 | 4/267 |
| NB off-ramp to Manchester Blvd. | 19,140 | 4/757 | 15,068 | 4/603 |
| NB on-ramp from EB Manchester Blvd. | 6,672 | 4/267 | 6,526 | 4/261 |
| NB on-ramp from WB Manchester Blvd. | 10,937 | 4/438 | 10,708 | 4/429 |
| SB on-ramp from La Cienega Blvd. | 25,922 | 4/1,037 | 25,366 | 4/1,015 |
| SB on-ramp from La Cienega Blvd/Olive Ave. | 16,516 | 4/661 | 11,975 | 4/479 |
| SB off-ramp to WB Century Blvd. | 16,188 | 4/648 | 15,433 | 4/618 |
| SB on-ramp from WB Century Blvd. | 5,141 | 4/206 | 3,721 | 4/149 |
| SB off-ramp to EB Century Blvd. | 4,485 | 4/180 | 4,299 | 4/172 |
| SB on-ramp from EB Century Blvd. | 10,828 | 4/434 | 7,848 | 4/314 |
| SB on-ramp from Arbor Vitae St. | 0 | NA | 8,376 | 4/335 |
| NB off-ramp to Arbor Vitae St. | 0 | NA | 8,943 | 4/358 |

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Horizon Year 2035:**

| <i>Description</i> | <i>No-build</i> | | <i>Build (Alternative 2)</i> | |
|--|-----------------|---------------------------|------------------------------|---------------------------|
| | <i>ADT</i> | <i>% Trucks/Truck ADT</i> | <i>ADT</i> | <i>% Trucks/Truck ADT</i> |
| NB off-ramp from Century Blvd. | 21,297 | 4/852 | 13,090 | 4/524 |
| NB on-ramp from Century Blvd. | 15,099 | 4/604 | 13,862 | 4/555 |
| NB on-ramp from SB Century Blvd. | 8,359 | 4/335 | 7,767 | 4/311 |
| NB off-ramp to Manchester Blvd. | 23,588 | 4/944 | 8,072 | 4/323 |
| NB on-ramp from EB Manchester Blvd. | 8,223 | 4/329 | 7,553 | 4/303 |
| NB on-ramp from WB Manchester Blvd. | 13,479 | 4/540 | 12,418 | 4/497 |
| SB on-ramp from La Cienega Blvd. | 31,947 | 4/1,278 | 29,385 | 4/1,176 |
| SB on-ramp from La Cienega Blvd/Olive Ave. | 20,355 | 4/814 | 8,155 | 4/327 |
| SB off-ramp to WB Century Blvd. | 19,950 | 4/798 | 16,714 | 4/669 |
| SB on-ramp from WB Century Blvd. | 6,336 | 4/254 | 3,659 | 4/147 |
| SB off-ramp to EB Century Blvd. | 5,528 | 4/222 | 4,727 | 4/190 |
| SB on-ramp from EB Century Blvd. | 13,345 | 4/534 | 5,399 | 4/216 |
| SB on-ramp from Arbor Vitae St. | 0 | NA | 20,097 | 4/804 |
| NB off-ramp to Arbor Vitae St. | 0 | NA | 21,017 | 4/841 |

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year 2014:

| <i>Description</i> | <i>No-build</i> | | <i>Build (Alternative 2)</i> | |
|-------------------------------|-----------------|----------------------------|-------------------------------|----------------------------|
| | <i>AADT</i> | <i>% Trucks/Truck AADT</i> | <i>AADT</i> | <i>% Trucks/Truck AADT</i> |
| SB Rte 405 (n/o Jct. Rte 105) | 169,155 | 4/6,767 | 169,155 | 4/6,767 |
| NB Rte 405 (n/o Jct. Rte 105) | 169,155 | 4/6,767 | 169,155 | 4/6,767 |
| SB Rte 405 (n/o Century Blvd) | 166,479 | 4/6,660 | 166,479 | 4/6,660 |
| NB Rte 405 (n/o Century Blvd) | 166,479 | 4/6,660 | 166,479 | 4/6,660 |

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Horizon Year 2035:

| <i>Description</i> | <i>No-build</i> | | <i>Build (Alternative 2)</i> | |
|-------------------------------|-----------------|----------------------------|------------------------------|----------------------------|
| | <i>AADT</i> | <i>% Trucks/Truck AADT</i> | <i>AADT</i> | <i>% Trucks/Truck AADT</i> |
| SB Rte 405 (n/o Jct. Rte 105) | 196,083 | 4/7,844 | 196,083 | 4/7,844 |
| NB Rte 405 (n/o Jct. Rte 105) | 196,083 | 4/7,844 | 196,083 | 4/7,844 |
| SB Rte 405 (n/o Century Blvd) | 192,979 | 4/7,720 | 192,979 | 4/7,720 |
| NB Rte 405 (n/o Century Blvd) | 192,979 | 4/7,720 | 192,979 | 4/7,720 |

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project was initiated to alleviate congestions on this segment as well as providing direct access to many current origins and destinations (*i.e.* LAX, Hollywood Park Race Track/Casino, etc.). The new interchange project is anticipated to relieve congestions at the existing adjacent interchanges (*i.e.* Century Blvd., Manchester Blvd., and La Cienega Blvd.), and thus should decrease the number of accidents and reduce travel time on the freeway and adjacent local streets. The new half interchange at Arbor Vitae Street is projected to help redistribute the traffic from the surrounding existing interchanges (*i.e.* Century Blvd., Manchester Blvd., and La Cienega Blvd.); and no new additional trips will be generated while there will be an increase in traffic along and within the new Arbor Vitae interchange.

Comments/Explanation/Details (*attach additional sheets as necessary*)

Based on the traffic data for the on/off ramps, the proposed project would not qualify as a project of air quality concern (POAQC) because the Build Alternative does not involve a significant number of or a significant increase in diesel trucks when compared to the No-Build in the opening and horizon years. The project is proposed to help alleviate traffic congestions along the mainline and local arterials as well as help redistribute the existing and forecast traffic from the adjacent interchanges. Thus, the proposed project would not worsen the existing violations or delay timely attainment; and thus would not be considered as a POAQC.

